

<b>1. Incident Name</b> EL FARO – TOTE MARTIME/SERVICE		<b>2. Operational Period (Date/Time)</b> From: To:		<b>UNIT LOG</b> <b>ICS 214-CG</b>	
<b>3. Unit Name/Designators</b> Sector Jacksonville/TOTE Services			<b>4. Unit Leader (Name and ICS Position)</b>		
<b>5. Personnel Assigned</b>					
NAME		ICS POSITION		HOME BASE	
<b>6. Activity Log (Continue on Reverse)</b>					
TIME	MAJOR EVENTS				
<b>10/1/15</b>					
0706L	Captain of vessel called TOTE Emergency Phone Number. Passed the following information: Vessel's scuttle popped open on #2 deck, vsl taking on water in #3 hold. Vsl at approx 15 degree list. Crew safe, loss of power to M.E. Sounding off all emergency alerts. No intentions to leave. Starting pumps. Position: 23°26.3' N 073°51.6W.				
0717	RCVD SSAS Alert.				
0724	TOTE Rep (John Lawrence) called USCG LANTAREA.				
0738	TOTE Rep RCVD call from USCG D7.				
0745	TOTE Rep contacted T&T Marine Salvage. Company was put on notice.				
0946	Recalled T&T for update.				
1000	Executive Conference Call.				
1112	D7 NTFD TOTE Rep that Hurricane Hunter to search for ship.				
1200	ABS Rapid Response Damage Assessment (RRDA) activated.				
1230	Saltchuk board call.				
2000	Conference call with D7, Sector Jacksonville.				
2130	D7 NTFD TOTE Rep that they RCVD an unconfirmed position.				
<b>10/2/15</b>					
0645	SECJAX arrived to assist TOTE Rep with ICS.				

0718	RCVD call from D7 SMC. C-130 enroute to location: ETA 30 mins.
0900	Executive call – Update staff on case.
0920	C-130 still on scene. Dropping to 2000 FT to see if they can locate ship. Radar located smaller contacts but nothing specific to EL FARO. At 2000 FT C-130 can see water surface. Still searching ATT.
0952	Reefer box pinged at 0440 local in position 23°50'48.64"N, 74°40'55.32"W.
1030	Participated in D7 conference call: AIRSTA CLW C-130 arrived on scene and was unable to relocate the vessel. 80% of SAP complete. SW corner not covered due to heavy winds, however good radar picture, numerous contacts on surface. C-130 descended down to 2500 feet, saw surface, only saw shoal water, no ships id'd from radar contacts. Vis limited to 1 mile, 20' seas, rain, 80 knot winds, in route to GTMO for fuel. AIRSTA Miami casa diverted headed to GI for search to cover gaps of C-130 search. C-130 and 2 60's heading to GI. No updates to unconfirmed position from last night. Unregistered EPIRB position probably not associated with EL FARO.
1130	TOTE Service Executive Conference call.
1249	Hurricane Hunter in the area passing Weather information
1315	Conversation with D7 SMC (Mr. Chris Eddie)
1400	TOTE Services executive brief.
1600	D7 Conference Call: US Coast Guard C-130 ETA 1630...HH-60 Great Inagua currently airborne and traveling North along Long Island.US Air Force Hurricane Hunter ETA 1700 and will be on scene until sunset.
1800	Meeting with EL FARO crew family at SIU union hall.
2000	Phil Morell dispatched to D7 Miami as QI and FARO specialist for incident management.
2116	Telecon with D7 PO [REDACTED] Assets to be deployed for SAR include 3 x C-130 (2 CG, 1 AF), 1 Navy P8 with super radar, 1 MH-60 (Jayhawk).
2345	Foss personnel on site Scott Merritt, Sr VP of Harbor Services [REDACTED] and Conner Keeney [REDACTED] Manager Contingency Planning and Emergency Response.
2359	Check in with Miami S&R for change of command from Bill Weinbecker and JFA to Mitch Walker and Lee Peterson. No additional information.
0324	Sent El Faro update to internal distribution.
0410	Telecon with D7 PO [REDACTED] Cutter Northland refueling with ETA on site Saturday Evening or Sunday Morning. Confirmed first light ops will include two (2) C-130, Navy P-8 aircraft, one (1) helicopter with Cutter Northland and possibly a Navy ship in route. No other information exchanged.
0456	Crew Family update sent to TMPR Family Room
0550	Sent El Faro update to internal distribution
0700	Call USCG district 7 update of assets – 1- C130 from Clearwater on scene 0700, 1- H60 helicopter from Inagua on scene approximately 0700. Second C-130 leaving from Clearwater to arrive approximately 1000 to relieve onsite. Navy P8 leaving from Jacksonville arriving approximately 1130. Checking on Air Force C130 to assist.
0730	TOTE Services executive brief
0800	Crew Family update sent to TMPR Family Room
0800	TOTE Maritime teleconference
0800	Hurricane update: 15.6 N 72.5 W moving NE @13 mph winds 125 mph
0800	Tug assets 0800 position report Sentinal 26.22612 N 79.46 W @ 13.7 K ETA AM 10/4 Sentry 20.7 N 71.3 W @ 8.1 K ETA 1100 10/4 Hawke 26.0 N 77.6 W @ 12.8 K ETA 0700 10/4
1000	Email M. Kondracki tug position/ETA report
1020	USCG assets Northland and Resolute
1130	Objectives meeting – training room
1148	Crew Family update sent to TMPR Family Room
1212	Debris
1223	Call into USCG district 7 Chief [REDACTED] No big update, in the air now 2 – C130s, 1 helo, 1 Navy P-8 out for about 2 hours, 2 cutters heading out from Gtmo. 6 mile visibility, located 1 large floating "oil tank"
1230	TOTE Services executive brief
1232	D7 reports AIRSTA Clearwater C-130 and AIRSTA Clearwater MH-60 forward deployed to

	<p>Great Inagua completed first light searches at the last known position of the vessel and nearby islands with NEGRES. AIRSTA Elizabeth City C-130 and a US Navy P-8 are on currently on scene searching.</p> <p>The NAVY P-8 identified what is believed to be a rusted 50 foot oil container adrift in the search area, D7 is working to obtain imagery and determine through Shipping company if it's from the M/V EL FARO. An additional AIRSTA Clearwater and AIRSTA Elizabeth City C-130s are being launched. An AIR FORCE HC-130 from the 106th Air Wing in New York will forward deploy to Patrick AFB in order to support the case. CGC NORTHLAND completed refueling in GTMO at 1700Z and is underway enroute the search area. CGC RESOLUT will moor in GTMO at approx 2000Z for fuel and will then get underway to respond.</p>
1240	Call from Capt John Uzmann – set up family conference call time
1259	Crew Family update sent to TMPR Family Room
1400	Hurricane update 26.4 N 70.9 W moving NE @ 18 wind speed 155
1430	Situation meeting – training room
1458	Crew Family update sent to TMPR Family Room
1552	Crew Family update sent to TMPR Family Room
1600	Called USCG District 7 1- P8 has wrapped up search, another P-8 to be on scene 1700-1930, 2 C-130s and 2 H-60 helicopters still on scene searching. The P-8 has located a “fuel tank”. One of the C-130 located 3- life rings, a life jacket, cooler and some yellow line. Location 24.23N 073.02W. Cutter status – vessels will be on scene first light in the morning. No update on naval vessel. Weather 55 knot wind, 20-25' seas, visibility 5 miles. Night flight may happen – still deciding. Next update 2000.
1634	Crew Family update sent to TMPR Family Room
1700	Hurricane update 27.0 N 70.5 W moving NE 17 mph winds 150 mph
1734	Crew Family update sent to TMPR Family Room
1800	Tug position Sentry 21.15N 72.10 W ETA 1400 10/4; Hawke 25.01 N 75.31 W ETA 0400 10/4
2000	Coast Guard confirmed that they located a life ring floating at sea which was identified as belonging to the EL Faro.
2115	Update teleconference between Tote IC and D7 Command Center.
<b>10/04/15</b>	
0255	USCG D7 Update. Reviewed S&R asset on station times: 1 C-130 from Clearwater ETA on scene 0900, 1 H-60 from AUTECH ETA debris report 0930, 1 C-130 from Clearwater ETA on scene 0900, 1 Navy P-8 from NAS JAX ETA on scene 1100, 1 AF C-130 from Patrick AFB ETA on scene 0900, cutter ETA 050100 EDT.
0300	Update telecon between Tote IC and CG D7 Command Center. Confirmed schedules for search assets to arrive on site.
0410	Called D7 and received search Lat/Lon coordinates for tug “Hawk” scheduled to arrive 0430.
0410	Called USCG D7 LT [REDACTED] to obtain search coordinates to pass to Hawk. Coords: 23 26 N - 073 41 W center of H-60 search pattern w/ 20nm radius. Passed to FOSS.
0419	Sent exec update out.
0426	Sent another exec update to show search coordinates for tug Hawk.
0431	Sent JoAnn Henzel email with Hawk coordinates for search area.
0443	Crew Family update sent to TMPR family room.
0500	Wake up call to John Lawrence.
0530	Called JoAnn Henzel at T&T Salvage to confirm she received my email for Hawk search coordinates.
0550	Tug Hawke update as follows :We are presently at the El Faros last reported position. We started finding small debris at 11nm NW of that position. Beginning with rope, Styrofoam dunnage and pallets. As we got closer we are finding larger pieces, including a (6'X8') plywood section that could be part of a container floor.
06554	El Yunque is 40 miles due north of last reported position. We have radio contact with the

	salvage tug Hawk. They are within 1.2 miles of El Faro position. They report debris including one intact 20' shipping container. Weather conditions are excellent. Mixed swell less than 8'. Wind from west at 12 kts. Very few clouds. Visibility more than 20 miles.
0708	Called T&T salvage – ask for tug contact info
0726	Call USCG district 7 Updated with information from tugs.
0758	Tug Sentry 0700 position report 10/4/15 Lat. 22-42.9 N Lon. 073-44.5 W SP 9.9 Kn C. 340 DR. 511.32 Nm. DTG. 45.57 Nm Sea. 2 Ft NW Wnd. 12 Kn NW ETA. 1400 hrs Today
0812	Reported from El Yunque Tanker Minerva is transiting (enroute to Europe) directly over EF last position and reports considerable debris including a piece floating more than 3' above the surface. The Hawk is enroute to examine. El Yunque is seeing small bits wood and blue plastic debris.
0832	Called USCG District 7 Lt. [REDACTED] assets for today: 2 USCG C130s 4 hour searches, doing various search patterns, 1- USAF C130 joining in the 4 hour search. 1- H60 helicopter, 2 hour searches, heading to the 2 <sup>nd</sup> debris field. 1 – USN P-8, 4 hour search heading to both debris fields and then head North, USCG Cutter Northland ETA on scene 1030, USCG Cutter Resolute ETA PM today. Next call 1500.
0918	From Tug Hawke The container we sighted just before daybreak was in position 23 24.2n 073 49.3w. It was a 20' white container floating upside down barely awash. We tried to get the numbers but were unable to see any with it upside down. Since daybreak the "El Yunque", tanker "Minerva Zenzia" and cargo ship "Tropic Jade" have been in the area, all have reported a large amount of small debris and floating pieces of what appears to be insulated refer container walls. The El Yunque reported seeing a life jacket 10nm North of El Faros last position. We have been spotting debris all over the area with larger pieces closer to the reported last position and many smaller items miles to the NW and NE. We are concentrating on looking for a life raft or boat and will try to get any identifying numbers or marks from anything we can. The container pieces and intact container were all found so far within a six mile radius of the starting position. As I am getting ready to send this email we are seeing an oil slick and a tighter concentration of container pieces in position 23 28.4n 073 58.0w.
1030	From Ivan Burgos TOTE Maritime PR :Lat 23-23.910N > > Long 073-57.451 > This is the apparent point of origin for plume of oil rising and > creating a slick. > At this location oil was black on the water and air smelled strongly > of same. > We followed the slick through a debris field for 25 miles, at times > having as many as 50 sightings at a time. > All significant sightings were reported to tug Hawk who recorded > positions for investigations. > Many pieces of insulated containers though none floating with markings up.
1045	Executive Group had meeting with all on scene TOTE Maritime and Tote Services employees
1048	The sat. comms.for tug Hawk [REDACTED]
1104	<b>THIS IS YOUR NOTIFICATION* THE CALL LIST HAS BEEN ACTIVATED. YOU ARE TO EXECUTE THE CALL AT 1110. PLEASE SEND AN EMAIL BACK TO KAREN GASKILL AND ME TO CONFIRM CONTACT (OR NOT).</b>  The El Yunque and a tug hired by Tote arrived this morning in the area of the last known position of the El Faro. They found a container that appears to be from the El Faro, in addition what appears to be an oil sheen was observed. Ours and the Coast Guards focus remains to be searching for the crew members, your loved ones. We will continue to provide information as we receive it and I will be your personal point of contact. Further, we will follow-up later with additional information.
1113	From T&T: Tug SENTRY: LAT: 23-03.9N LON: 073-54.0W SPD: 8.6 KTS WINDS: 8 KTS NE SEA: 2-3 FT NE DR: 533.66 NM USCG contacted the Sentry and change their orders for a new search grid LAT: 23-08.7N LON: 073-52.3W They asked them to search in that area.

1134	From TOTE Maritime: Please call Conference #: [REDACTED] Attendee Code: [REDACTED] at Noon eastern to receive an internal only update regarding the El Faro. I understand that it is Sunday, and some of your fellow employees may not receive this email in time. If you receive this email, please text or call your fellow employees and let them know that this will be occurring at noon eastern
1220	From T&T Tug Hawke We are working our assigned area. CG Cutter 904 is onsite and there is a CG Helo also on site. We have been in Comms with both. There is a lot of small debris, most of which looks cargo related. Closer to the last reported position there are numerous sections of insulated containers floating that have sustained heavy damage and are torn and twisted. The oil slick appears to originate approximately 5-6nm SW of the last reported position. The heaviest concentration of debris looks to be drifting in a North Easterly direction. The Coast Guard has asked us to try to find something with an identifying number or name on it, we have had no luck with that so far. Visibility is very good, wind is west at 5-10kts, seas 3-5' swells and decreasing. Will update as often as possible, all have hands full spotting and checking debris.
1226	Update from EL YUNQUE :Site of oil upwelling was 2.4 miles due south of last called in position. Current estimated from BVS as 1.11 kts setting to ENE. Depth of water indicated on chart (in meters) is 2.85 miles.
1230	Called USCG district 7 for water temp – 81 degrees
1244	Initial report to RCC Miami – of Oil slick
1251	From El Yunque: We've overheard the Hawk found a 16' Boston Whaler motorboat with the numbers NC 5976 BR. This may be on the cargo manifest.
1318	ADDITIONAL verbal from tug – They are standing by, as per USCG, a 16ft Boston Whaler – markings NC597BR. Cutter coming to retrieve.
1318	No boats on manifest
1323	Tug SENTRY: 1300 Hrs Position report. Lat. 23-15.8 N Lon. 073-33.4 W Spd 7.1 Kn Seas Nw 2 to 3 ft Wind. NW 8 to 10 kn Searching in a quadrant 10 nm north of samama cay as per coast guard instructions.
1325	Notified RCC Miami – motor boat not on manifest
1330	Notified the NRC Case #1130061
1400	In house tactics meeting
1501	From Tug Hawk: CG has directed us to a position of 23 24.2n 073 54.5w to search for a reported commercial lifeboat, helo spotted None of the debris we have found has any identifying marks as yet. Will update when we arrive.
1545	Received call from USCG District 7 – assets on scene or heading to scene: 1 – P8 enroute to scene eta 30 minutes, Total.3 – C130s either enroute or on scene, 2 H60s – reliving each other – investigating lifeboat sighting. USCG Cutter Northland enroute to life boat sighting, USCG Cutter Resolute approx.. 180 nm away heading to the northern search area. Fast response cutter Charles Sextant will be on scene 10/5 AM. No night flight scheduled.
1704	<b>Tug HAWK:</b> 1240 arrived at an overturned 16' Boston Whaler in position 23 32.9n 073 43.4w with possibly an Evinrude outboard motor on it. Registration # NC 5976 BR 1425 redirected to another location by CG 1443 CG Helo redirected us to a damaged life boat 1537 arrived at life boat in position 23 24.2n 073 54.5w, the boat is a white hull double end type boat sitting vertically in the water with the damaged bow 2-3' above the water. Part of the bow section with the name on it is ripped off. The only lettering we could see was a letter "O" and underneath were the letters "PR" also sighted was #1 and 43 persons 1552 CG Helo lowered a CG swimmer on to the back deck of tug 1600 swimmer in water inspecting life boat 1616 CG swimmer brought back aboard tug 1620 CG Helo picked swimmer up from back deck 1625 redirected to pick up oil samples nearby

2000	Moved Command Center to Radisson Hotel, 4700 Salisbury Rd, Jacksonville. New phone number is [REDACTED]
2021	Sentry 1900 position report: 23-27.67 N, 073-36.33 W Wind Nw @ 8 To 10 Kn, Seas 1 To 3 Ft Standing by in area to resume search at daylight
2116	Lifeboat discovered confirmed now from El Faro. Sea anchor had been deployed. Found partially deflated life raft with fiberglass case partially still attached. Unidentified if from El Faro. Helo sighted immersion/survival suit with body inside. Unable to recover at this time. Unidentified if from El Faro. Continue to send cutter to attempt recovery.
2345	Transmitted hourly family update. NSTR.
<b>10/5/15</b>	
0050	Transmitted hourly family update. NSTR.
0145	Transmitted hourly family update. NSTR.
0245	Transmitted hourly family update. NSTR.
0300	Update with USCG D7, LT [REDACTED] Summary: surface assets working through the night continue to encounter debris consistent with that found during the day 4 October. Unable to reacquire the immersion suit / body. Intend to use USN P8 to relocate the immersion suit and then vector H60 or surface assets to it. Flight plan for 5 Oct: USCG C-130 (CW) ETA southern debris field at first light (sunrise Nassau 0703). USCG C-130 (CW) ETA northern debris field at 1130. USN P-8 (NAS Jax) ETA 1100; high altitude search comprises both debris fields and area between Shore-based MH60 on stand-by. Sea-based MH60 (embarked NORTHLAND) searching northern search box. Surface assets 5 Oct will include: USCGC NORTHLAND, RESOLUTE and CHARLES SEXTON (ETA 0700). Two D7 personnel departing Miami about 0400 for Jax to assist with NOK briefings: CAPT Bert (Chief of Staff) and Christopher Eddy (Civilian; S&R Specialist). USCG D7 Press Conference at 1000; info released will mirror that discussed at 0800 NOK brief. Seam: USCG D7 is not giving direction to the tugs on scene. Unclear if the tugs are receiving direction from NORTHLAND (On Scene Coordinator) but this needs to be resolved.
0350	Transmitted D7 summary to executive team.
0400	Transmitted hourly family update with key elements of D7 info.
0419	Call from USCG D7 LT [REDACTED] CAPT Bert and Christopher Eddy will check in w/ CAPT Dixon upon arrival in Jacksonville, after which CAPT Dixon will make the appropriate introductions w/ TOTE Maritime and TOTE Services POCs.
0448	Transmitted hourly family update. NSTR.
0500	Overnight activity morning brief to CAPT Lawrence.
0550	Transmitted hourly family update. NSTR.
0641	Transmitted hourly family update. NSTR.
0700	Salvadore situation meeting – next meeting 0900
0732	<b>From tug HAWK:</b> We are still working our assigned grid this morning, we did not spot any significant items through the night, more wood pallets, plastic sheeting, a couple of rolls of foam and numerous other small debris. The weather on site remains good with unlimited visibility, wind is S at 5kts, seas, 2-3' swells. The tug Sentry is about 10nm miles away and just reported finding a water light (the type that attaches to a life ring), unattached with no markings on it. The only other vessel in the area at this time is the CG Cutter 904 "Northland" .
0750	Transmitted hourly family update. NSTR.
0759	Rcd. Call from office line someone called with "picture of the ship on a hill" Call is being returned to confirm"
0800	USCG family briefing – announced EL FARO sank during the hurricane. Next call 1730
0821	Sentry Position Report 0700 hrs 10/5/15 Lat. 23-21.46 N Lon. 073 43 52 W Speed. 5.7 Kn Sea. 3'ft Nw. Wnd 8. Kn. Nw Search pattern 15 NM off Samana Cay

	5 mile box pattern.
0853	Activated the family simultaneous call list
1000	<p>USCG Press Brief</p> <p>Concentrating search on two areas</p> <ul style="list-style-type: none"> <li>a. Life Ring</li> <li>b. Immersion Suit</li> </ul> <p>Resources:</p> <p>2 C130s</p> <p>3 Cutters</p> <p>3 Tugs</p> <p>1 P8 on scene at 1100</p>
1040	British Navy Auxiliary vessel RFA Lyme Bay contacted USCG to joined the search with it's on board helicopter. USCG District 7 is providing search instructions
1147	USCG advised that Sea Star container, SEGU 9070775 was located by tug Sentry.
1315	<p>Conference Call with D7 Sr. Chief [REDACTED] and T. Wiker, J. Lawrence, R. Schrader, CMDR [REDACTED]</p> <ul style="list-style-type: none"> <li>a. Coordinates of Debris Field</li> <li>b. Photos/Video of Debris</li> <li>c. Communicate position/details of specific findings ie. Containers</li> <li>d. Copies of USCG ICS 204s</li> <li>e. Will there be an FOOSC at the ICP</li> </ul> <p>Purpose of call was to improve information sharing and establish protocol for same.</p>
1412	RFA Lyme Bay will not be involved in SAR. Providing Hurricane relief elsewhere.
1612	<p>- Sea Star container, #SE6U9070775, located in posn 23 27N 07341.9W. reported by Tug Sentry</p> <p>- Yellow life jackets, located in posn 23 20.53N 073 33w. Tug Hawk enroute to investigate</p> <p>- Charles Sexton reports arriving in debris field consisting of food stores in posn 23 33N 074 17.6W</p>
1634	<p>05OCT2015 18:30:21Z (2:30pm)</p> <p>CGR-6009 passes report to CGC NORTHLAND on the large oil sheen sighted. Large amounts of debris and conex boxes are within the sheen. Coordinates are 23-16N 074-30W; sheen reported is estimated to be 8 NM is length after plot.</p> <p>05OCT2015 18:44:38Z (2:44pm)</p> <p>CGC RESOLUTE reports finding large pieces of insulation foam and debris in POSN 24-30.6N 073-7.8W.</p>
1713	<p>05OCT2015 20:10:38Z</p> <p>To: CGC RESOLUTE</p> <p>Message: Recovered 02 life rings all orange. one reads El Faro and the other reads El Morro, both read San Juan PR in posn 24-37.7N 073-30.2W</p> <p>05OCT2015 20:30:59Z</p> <p>From: CGC RESOLUTE</p> <p>Message: CGC RESOLUTE recovered an additional life ring and 01 adult universal orange PFD. Life ring reads El Faro.</p>
1800	Draft IAP completed pending signature of IC.
1845	IAP signed by the incident commander
2120	<p><u>Update from tug HAWK:</u></p> <p>Just to clarify, We have only seen one 20' intact container. That was at 0548 yesterday morning in position 23 24.2n 073 49.3w. It was upside down and barely awash, we were unable to get any numbers off of it. We began seeing debris at 0350 yesterday morning at 11nm NW of the El Faros last reported position. A CG Helo arrived after daybreak, we directed them to an area where we found the oil slick. The CG Cutter Northland arrived in the area around 0630 and assumed duties as on scene coordinator.</p>



	<p>Prior to that We were logging reported debris sightings from the El Yunque, Minerva Zenia and the Tropic Jade that were transiting the area. The Tropic Jade reported an intact container to us but when we checked that location out a little later we only found an insulated container wall. We have been putting marks on our Electronic Chart Display, marking what those items are and have been logging all notable items with a description, position and time in our logbook. This includes the location of the life boat found yesterday and the upside down 20' boat we found this morning. There have been a large amount of insulated container sections found all over the area, many quite large, also all types of other debris too numerous to count, pallets , buckets, dunnage, plastic, rope, trash bags, table, chairs, couch, cushions, etc. We are documenting all as best we can and will be able to download a graphic from our ECS back in port. There is so much debris, that at night we are having to run at slow speed with the spotlights on continuously to make sure we don't run into any container sections. Scott is copying information from our logbook. Let me know if there is anything else you need. Regards, Capt. John</p>
2120	<p><b>Update from tug SENTINEL:</b>  Position: N 23 deg 41.5' W 073 deg 48.7'  Course: Search Pattern, 5 mile sweeps 1 mile apart  Speed: 10 knots  We are currently at direction of USCG. We have found quite a lot of debris today including:  8x large pieces of shipping containers  3x small pieces of shipping containers  2x Pallets  1x semi-trailer top and partial side  1x semi-trailer side and door  1x roll of carpet  1x roll of bedding foam  1x RHIB 12 ft (broken up)  1x Boston Whaler 16 ft  1x 55 gallon drum  1x Nike shoe  1x Gas can</p> <p>In addition:  Multiple bags of potato chips  Multiple containers of cookies  Multiple small pieces of foam  Multiple pieces of line  Multiple floating sports drinks  Multiple spray paint cans  Multiple pieces of plywood  Multiple pieces of broken furniture  Multiple pieces of cardboard  Multiple balls (basketball, soccer ball, volley ball)  Multiple buckets (assorted sizes and colors)  Have taken pictures of all notable items as requested by USCG. Please let us know how we should continue in the morning.</p>
2230	<p>AMO President Paul Doell Visited Command Center. Discussed presentation made by Rep. Corrine Brown at Family Meeting this evening. Handout mostly validated assets being used in the response.</p>
<b>10/6/15</b>	
0045	<p>Submitted family website update. NSTR.</p>
0147	<p>Submitted family website update. NSTR.</p>
0245	<p>Submitted family website update. NSTR.</p>
0300	<p>Conducted scheduled call with D7, LT [REDACTED]  Update from the 06 Oct 2015 0300 D7 Call w/ LT [REDACTED]</p>



	<ol style="list-style-type: none"> <li>1. No significant findings overnight. Surface assets continue to search in their assigned search areas.</li> <li>2. At 0500 this morning, D7 expects a DoD reconnaissance aircraft to overfly and image the search area.</li> <li>3. 06 October scheduled air surveillance assets: <ol style="list-style-type: none"> <li>a. USCG C-130 on station at 0800 for 4 hours</li> <li>b. USAF C-130 on station at 1000 for 4 hours</li> <li>c. USN P-8 on station at 1100 for 4 hours</li> <li>d. USCG C-130 on station at 1400 for 4 hours</li> <li>e. USAF C-130 on station at 1500 for 4 hours</li> </ol> </li> <li>4. One USCG H-60 (shore-based) on deck in standby</li> <li>5. One USCG H-60 (afloat) also in standby for search and localization</li> </ol>
0335	Forwarded D7 call summary to Executive team.
0345	Submitted family website update. Provided summary of D7 call.
0445	Submitted family website update. NSTR.
0500	Provided overnight activity morning brief to CAPT Lawrence (IC).
0532	Fielded a call from D7, LT [REDACTED] Asked if HAWK had recovered the lifeboat that they found on Monday.
0545	Reviewed the log, seemed to indicate that HAWK had not recovered it. Called HAWK directly via satellite phone. HAWK did not recover the lifeboat. Provided answer to D7.
0555	D7 followed up; asked why the boat was not recovered. HAWK had mentioned that it was too heavy and mostly submerged. Marked position only.
0645	Submitted family website update. NSTR.
0715	OPS Brief
0900	<p>Call to D7 SR Chief [REDACTED] to follow up on yesterday's Questions</p> <ol style="list-style-type: none"> <li>1. Do you have coordinates for the debris field(s); -- Coordinates being compiled now</li> <li>2. Can you provide photos/video with coordinates for debris observed; All photos/video will go through public affairs – POC Chief [REDACTED]</li> <li>3. Please communicate any new findings along with coordinates and description; - ongoing</li> <li>4. Please provide an ICS 204 (or a similar list) of assets that are working in the SAR effort; - 204 are being compiled at this time and will be provided</li> <li>5. Will the USCG provide an FOSCR representative either onsite here or by name with whom we can communicate; -- No FOSCR will be provided</li> <li>6. Is the DOD C130 in the air -- will confirm</li> </ol>
0930	GMS Tom Wiker called USCG D7 Mr. Forest Willis regarding POC in Bahamian Government. No answer left message for call back.
	<p><b>From Tug HAWK:</b> Good morning. We have found no new significant debris since yesterday. There is still debris in the area but it seems to be thinning out. Since late yesterday afternoon we have had no contact with the CG Cutter Northland except for a very brief barely readable call from them early this morning asking if we found anything new through the night and what our position was. It appears that they may have moved to another area. At the moment we have no direction from them, do you have any instructions for us at this time? Until I hear otherwise we will continue to work this area. Regards, Capt. John</p> <p><b>They just called in. They have noted debris is drifting due west. They are going to start to search in that direction from their present location as they await USCG contact.</b></p> <p><b>From Tug SENTRY:</b></p> <p>Lat. 23-17.89 N</p>

	<p>Lon. 073-33.0 W  SP. 8.0 Kn  C. 128 deg  Sea. 1 Ft SE  Wnd. 10 Kn SE</p> <p>Continue search and rescue in designated area as per USCG instructions.</p> <p><b>From Tug SENTINEL:</b>  Position: 23'41N 073'35W  Course:262'  Speed :15knots</p> <p>Debris Found:</p> <p>Time: 0748 item- Truck Bed Liner Fresh(Meaning no growth) Location: 23'39.1 N - 073'43.1W</p> <p>That's all Debris found this morning. Working with USCG Cutter "Northland".</p>
1104	Permission granted from OSCS [REDACTED] D7 to divert Tug Sentry to recover debris.
1110	Complete list of debris from D7 Provided to SMT.
1132	Evidence Collection Guidance received from Forest A. Willis (GS-14) MSH, CSP, CHMM
1137	Call out to Chief [REDACTED] Chief of Public Affairs requesting photos / video – left message
1152	GMS submits "rightsizing plan" to Tote. This plan details adjustments of staffing and resources at the ICP. The GMS team will be reduced to three personnel by COB 10/7/15 with Rob Schrader, Jason Maddox and Zach Levine remaining in place. The ICP will be closed by COB 10/9/15 and relocated to Tote Services Offices (original ICP) beginning Saturday morning – 10/10/15.
1212	Zack Levine called IMT SITL for additional information on the debris field. Left a message as IMT was unavailable.
1227	Levine Received call back from IMT SITL. Levine requested information on the vessels listed in the debris field as well as # of containers.
1300	Captain Dixon and Captain Bert visit Jacksonville ICP
1344	Received 5 pictures of debris from D7
1409	<p>From USCG Sector Jacksonville:</p> <p>06OCT2015 15:18:05Z (11:18am)  To: CGC NORTHLAND  Message: P-8 reports to CGC NORTHLAND life jacket sighted posn 2339.37N 07241.52W</p> <p>06OCT2015 15:19:31Z (11:19am)  To: CGC NORTHLAND  Message: P-8 reports to CGC NORTHLAND Orange box sighted IVO 2340.37N 07241.39W</p> <p>06OCT2015 16:08:29Z (12:08pm)  To: AACC-Pages  Message: UPDATE 20:  061557Z - D7 reported that the A/S Clearwater MH-60 (O/S at 0900Q), A/S Clearwater HC-130 (O/S at 0800Q) and the US Navy P-8 (O/S at 1100Q) commenced searches with no new sightings of debris. CGC NORTHLAND, CGC RESOULTE, and CGC CHARLES SEXTON continue searching. The Tugs M/V HAWK, M/V SENTINAL and M/V SENTRY remain O/S and searching.</p>

	<p>Future Search Effort for Tuesday, the A/S E-City HC-130 is NMC due to an engine failure but will be replaced by an A/S Clearwater HC-130 to be O/S 1400Q. The USAF HC-130 1000Q flight was rescheduled to 1400Q due to crew rest. An additional USAF HC-130 out of New York will conduct searches at 1400Q. All surface units will remain on scene conducting searches throughout the day. The attached picture reflects current search patterns for all units. Case pends.</p> <p>06OCT2015 16:41:19Z (12:41pm)  From: NORTHLAND  Message: Located orange, 500 steel barrel. CGC NORTHLAND was unable to recover the barrel, and destroyed it as a danger to navigation, with no apparent fuel or oil in the water.</p>
1411	<p>From: USCG Sector Jacksonville  06OCT2015 15:05:22Z (11:05am)  From: D7CC  Message: Request you launch GI MH-60 6014 to conduct aerial photos and video around Exumas, Cat Island, and Long Island for damage and debris that would have washed ashore.</p>
1540	<p>Update with USCG D7, Senior Chief [REDACTED] Summary: surface assets working through the day continue to encounter debris consistent with that found during previous patrols (food stuff, miscellaneous items). Assets used today include:  USCG C-130  USAF C-130  USN P-8  Surface assets 6 Oct include: USCGC NORTHLAND, RESOLUTE and CHARLES SEXTON and commercial Tugs HAWK; SENTINEL and SENTRY. There were no observations beyond that which was previously located nor were there any life saving devices or containers.  GMS requested additional photos/video as we have only received 5 to date.  Senior Chief [REDACTED] advised that there the USCG does not have a map of the "debris area" available at this time.</p>
<b>Oct 7, 2015</b>	
0315	<p>0300 Update with USCG D7</p> <p>Empty Survival Suit Found – awaiting coordinates.</p> <p>Air Sorties had completed in the evening of the 6<sup>th</sup>. USCG Cutters continue to search through the night.  Tomorrow USCG C130 will fly out of Clear Water ETA on scene 0800  USN P8 on scene at 1100 for 6 Hours  USAF C130 On Scene at approximately 1200  Second USCG C130 will arrive on scene in the evening.  Charles Sexton will likely depart on the 7<sup>th</sup> (today)</p> <p>Additional debris has been located and recorded by the USCG – Awaiting updated spread sheet from D7.</p>
0404	<p>Received updated debris list  There is mention of a second life boat / partially capsized that was discovered on the 4<sup>th</sup>,</p> <p>Additionally a red object with a strobe is reported as having been spotted at 2032 on the 6<sup>th</sup></p>
0430	<p>Levine contacted D7 to confirm if this is indeed a second life boat from the El Faro or if it is a duplicate report of the initial life boat found. Additionally I asked if there was confirmation on the red object with strobe light and if it was recovered. PO [REDACTED] of D7 (CDO), is confirming and will revert.</p>



7. Prepared by: _____ Date/Time: _____	

## UNIT LOG (ICS FORM 214-CG)

**Purpose.** The Unit Log records details of unit activity, including strike team activity or individual activity. These logs provide the basic reference from which to extract information for inclusion in any after-action report.

**Preparation.** A Unit Log is initiated and maintained by Command Staff members, Division/Group Supervisors, Air Operations Groups, Strike Team/Task Force Leaders, and Unit Leaders. Completed logs are submitted to supervisors who forward them to the Documentation Unit.

**Distribution.** The Documentation Unit maintains a file of all Unit Logs. All completed original forms MUST be given to the Documentation Unit.

<u>Item #</u>	<u>Item Title</u>	<u>Instructions</u>
1.	Incident Name	Enter the name assigned to the incident.
2.	Check-In Location	Enter the time interval for which the form applies. Record the start and end date and time.
3.	Unit Name/Designators	Enter the title of the organizational unit or resource designator (e.g., Facilities Unit, Safety Officer, Strike Team).
4.	Unit Leader	Enter the name and ICS Position of the individual in charge of the Unit.
5.	Personnel Assigned	List the name, position, and home base of each member assigned to the unit during the operational period.
6.	Activity Log	Enter the time and briefly describe each significant occurrence or event (e.g., task assignments, task completions, injuries, difficulties encountered, etc.)
7.	Prepared By	Enter name and title of the person completing the log. Provide log to immediate supervisor, at the end of each operational period.
	Date/Time	Enter date (month, day, year) and time prepared (24-hour clock).